

# PHOTOGRAPHIC HISTORY OF THE LINCOLN POLICE DEPARTMENT MOTORCYCLE UNIT

LINCOLN, NEBRASKA



*Unidentified motorcycle officers in 1930's*

*Photo from MacDonald Studio in Lincoln, Nebraska*

**100 YEARS 1911-2011**

# ACKNOWLEDGMENTS

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A special thanks to the current and past Lincoln Police Officers, their families, and others for their substantial contributions to the history of the Lincoln Police Department motorcycle unit:

**Doug Ahlberg**

**Paul Aksamit**

**David Andreason**

**Scott Arnold**

**Jim Baird**

**Bruce Family**

**Chrastil Family**

**Roy Delaney**

**Richard Harbaugh**

**Merl Hesser**

**Carl Keech**

**Clifton Koch**

**Eric Kringel**

**Roger LaPage**

**Wes Loos**

**Mel & Barb Malpert**

**Rick & Jonie Meyer**

**Angela Roberts Miller**

**Marvin Morgan**

**James Peschong**

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**Joan Ruemelin**

**Sam Santacroce**

**Patrick Schlentz**

**Gary Schneider**

**Lowell Sellmeyer**

**Charlene Simpson**

**Stansbury Family**

**Welter Family**

**Mike Woolman**

Thanks to Captain Joy Citta, Officer Katie Flood, and intern Scott Jarecke for the organization and production of this book.

# LPD looking for stories about city's motorcycle cops

Story Discussion

Font Size

By LORI PILGER / Lincoln Journal Star | Posted: Sunday, March 13, 2011 11:30 pm | 0 Comments

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As part of a project detailing the history of the Lincoln Police Department's motorcycle unit, LPD looked for information about this photo, circa 1940s. They discovered the officer on the bike in front of Shorty's on 21st Street between N and O is Capt. Paul Shively. (Courtesy photo)

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"Documenting police history is a perpetual process and one that members of the department are committed to accomplishing," she said.

Citta asked anyone who has information about the photo from the 1940s or has other photographs, memorabilia or stories about LPD's motorcycle unit to call her at 402-441-7239 or contact her at [jcitta@lincoln.ne.gov](mailto:jcitta@lincoln.ne.gov).

She said any images will be scanned in and memorabilia photographed and returned to the owners.

In time, the history of the motorcycle unit will be featured on the police department's website and will be on display at headquarters.

Reach Lori Pilger at 402-473-7237 or [lpilger@journalstar.com](mailto:lpilger@journalstar.com).

Lincoln police have a mystery on their hands, but it's not the criminal kind.

They're piecing together a history of the department's motorcycle unit, which dates back to the 1920s, and the officers who rode in it.

And among the photographs and memorabilia they're preserving is a black-and-white shot, circa 1940, of a Lincoln officer in full uniform — gloves, hat, tie and badge — atop a police motorcycle.

At first, Capt. Joy Citta said, they weren't sure he was with LPD. A sign on the front of the bike reads "Nebraska Game Department."

After comparing it to a composite photo of Capt. Paul Shively from 1938, she said, they now believe it could be a picture of him.

But they don't know about the bike or where the photo was taken.

That's just one of the bits of information they're seeking from Lincoln residents as part of the history project, led by Citta and Scott Jarecka, a University of Nebraska-Lincoln intern at LPD.

"We're just looking to put all these pieces together," Citta said Friday.

She said records date the department's motorcycle unit from the 1920s to 1970s. It started up again in 2005 and continues today.

Not only are motorcycle officers productive in traffic enforcement, Citta said, but also in conducting presentations in the community and providing escorts at special events such as the Lincoln Marathon and Law Enforcement Torch Run for Special Olympics.

Articles written by Lori Pilger helped tremendously in making the public aware of the Motorcycle History Project. The article on the left was published by the Journal Star on March 14, 2011.

Lori Pilger wrote a follow-up article, on right, two weeks later.

# Police dragnet turns up motorcycle memorabilia

Story Discussion Image

Font Size

By LORI PILGER / Lincoln Journal Star | Posted: Friday, May 27, 2011 11:46 pm | 0 Comments

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Gen. Dwight D. Eisenhower riding in an open convertible down O Street during a presidential campaign stop in 1952. View is at 13th and O street looking to the southwest with the Miller and Paine building as a background. Lincoln Police Officer Gal Gede is riding the motorcycle by the right front fender of Eisenhower's car. (LJS file)

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Lincoln police put out a dragnet for information on motorcycle officers from the 1940s when they found themselves with a mystery on their hands.

Who was the officer on the bike in a circa-40s photo, they asked two months ago.

Capt. Joy Citta said they now know, from multiple sources, that it's Capt. Paul Shively on the bike in front of Shorty's on 21st Street between N and O streets. To be sure, they took the photo, and another of Shively taken in the '40s, to the department's Identification Lab for a comparison.

"We don't have facial recognition but had them look at it," she said. "We're 99 percent sure we've got the right guy."

With that mystery solved, they moved on to new questions about photos and stories that came to them through a project to document the Lincoln Police Department's motorcycle unit history.

One thing led to another, Citta said.

"We just kept following the leads."

Intern Scott Jarecka, who did the bulk of the work — going through LPD scrapbooks and taking in photos and stories officers passed on to family — is tying off loose ends to the project. Citta thought might add up to 20 pages, but at last count was at 68.

The plan is to put it on LPD's website and to find a way to make a hard copy available for purchase. They hope to have it out in June in at least one of the

formats.

Jarecka, who graduated from UNL this spring with a bachelor's degree in criminology and criminal justice and is looking for a job as a police officer, returned to LPD last week to see the project through.

He said he's never driven a motorcycle, but something about the idea stuck out among a list of suggestions, and not a lot had been written about it before.

"It just kind of sounded really interesting," Jarecka said.

So he dug in and tracked down articles from 1910 in which motorcycle cops were proposed to catch speeders, a decade earlier than previously thought.

Without Jarecka, Citta said, the project wouldn't have been done. Staff wouldn't have the time to do it.

She flipped through a black-paged family album with photo corners holding down black-and-white pictures to a group of shots of motorcycle officers escorting Lincoln's first airmail delivery.

There are pictures of police motorcycles in the writer; a short-lived, custom-made cart that held a police dog; and a motorcycle escort when Gen. Dwight D. Eisenhower came through Lincoln during his presidential campaign in 1952.

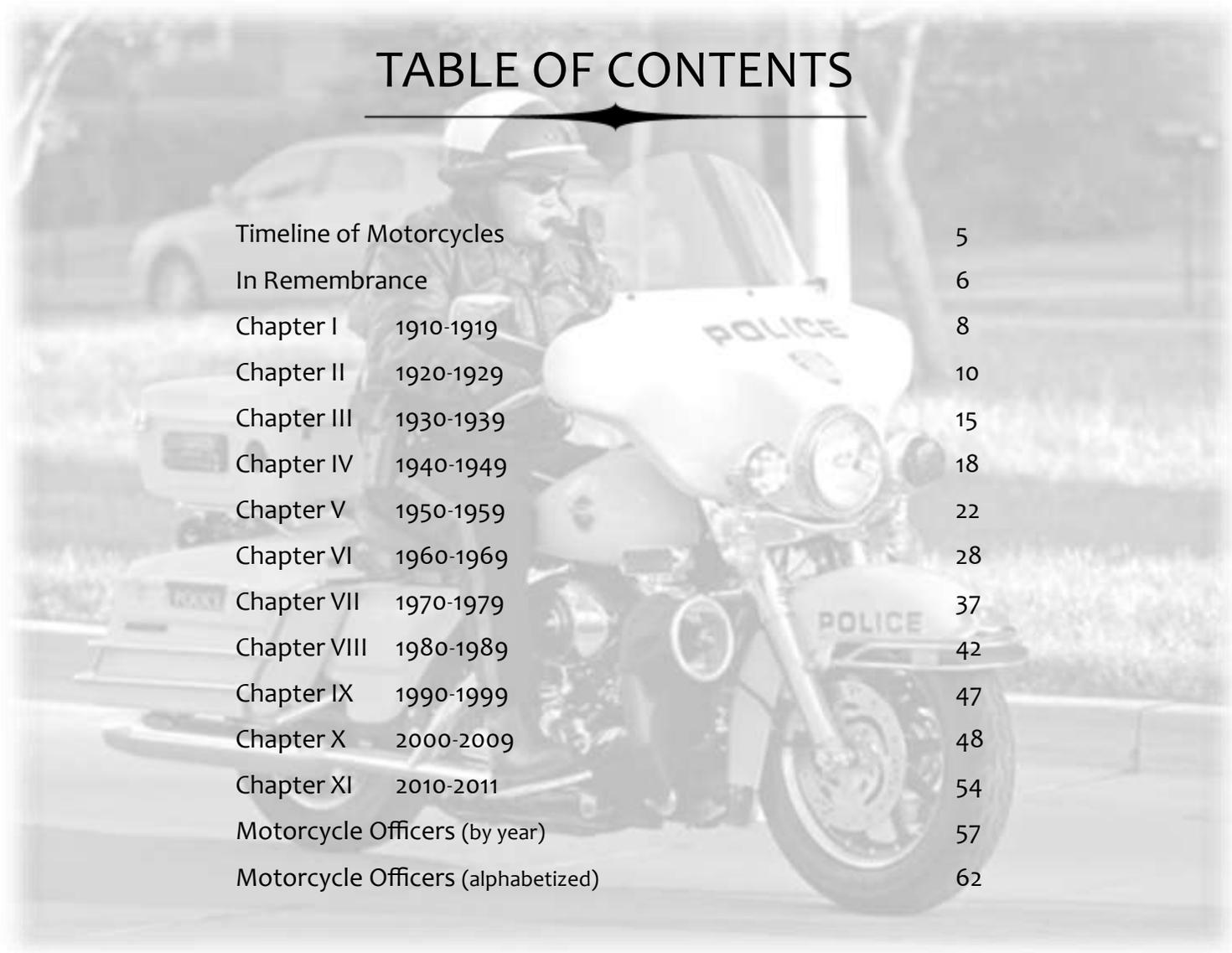
And stories of how a circus elephant sat on retired Capt. Doug Ahlberg's motorcycle in the 1960s and how Officer Al Delaney was known to ride up the steps of the Capitol building.

And leaned up against the wall is a framed, sepia-tone portrait of the police department lined up, circa 1914, with motorcycles at either end and Chief James Malone in the back row with a woman in an open-top vehicle.

Now they're trying to find the woman, Miss Brooks, mentioned in historical documents.

"We still have a few mysteries to solve," Citta said.

Reach Lori Pilger at 402-473-7237 or [lpilger@journalstar.com](mailto:lpilger@journalstar.com).



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*Officer Jeff Hillabrand riding a Harley Davidson motorcycle, 2005. (LPD)*

# MOTORCYCLE TIMELINE

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<u>DECADE</u>	<u>MOTORCYCLE</u>
1910-1919	Henderson and Indian
1920-1929	Henderson
1930-1939	Harley-Davidson
1940-1949	Harley-Davidson, 3-wheel
1950-1959	Harley-Davidson, 3-wheel Harley Davidson
1960-1969	Harley-Davidson, Electric and Dura Glide
1970-1979	Harley Davidson, 1200cc
1980-1989	Kawasaki 1000 Harley Davidson
1990-1999	Kawasaki
2000-2011	Harley-Davidson



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## In Memory of Richard E. Leyden

Officer Leyden was killed in the performance of his duties on the night of Monday, September 26, 1949, when, while he was chasing a speeder south on 16th Street, the police motorcycle he was riding collided with a truck making a left turn into a driveway on 16th Street, between F and G Streets. The accident occurred at 7:10 p.m. Officer Leyden was taken to the hospital, where he passed away two hours later. Richard Leyden was born April 10, 1926, in St. Paul, Minnesota. He enlisted in the U.S. Army on March 2, 1944, and was discharged July 2, 1946. At the time of his death, he was 23 years of age. He was appointed to the Lincoln Police Department as a patrolman on December 16, 1947, a promoted to the motorcycle squad on May 3, 1948. His passing was mourned by his fellow officers and the multitude of friends he made while serving as a police officer. He was considered one of the most outstanding young officers on the department.



## In Memory of George W. Welter

On February 9, 1968, a call came in to headquarters reporting a man laying in the street in north Lincoln. Motorcycle Officer George Welter was assigned. Using his red lights and siren, he proceeded toward the scene but never reached his destination- an automobile turned in front of him and the collision that followed took Officer Welter's life. He was survived by his wife and three children.

# 1910s

The first indication of the Lincoln Police Department owning a motorcycle came in 1911. The department purchased a motorcycle for \$196.85 in 1911 according to the LPD Annual Reports.



Picture taken at 11th & P Street with Chief James Malone sitting in front, on the left. Featured on the left side of the photo is a 1916 Indian Motorcycle with a 1914 Henderson Motorcycle on the right.  
(LPD photo)

## Record Holder On Lincoln Police Force As Motorcycle Cop

The police motorcycle, which has not been in service for over a year, is being whipped into shape and will be pressed into service immediately, according to the police.

It will be manned by Plainclothesman C. E. Miller and will be used not only for chasing down speeders but whenever occasion demands.

Miller has seen no little experience in riding motorcycles in capturing law violators. He has served as motorcycle officer in Los Angeles and acted in the same capacity in Venice.

He is a professional motorcycle rider and to date holds several world's records. His last professional racing was done in Chicago last September.

The acquisition of Miller to the force will make it possible for the department to do more effective work in enforcing the law in the residence sections where patrolmen are not continuously stationed. The motorcycle has not been in service for two reasons. One is that it was broken down and the other is that no racing bugs were to be found on the force until Miller hove in sight.

A motorcycle cop will soon be chasing speeders and assisting to police the city on his swiftly-moving machine. Chief Johnstone says that two such cops are needed. With two mounted officers it is declared the city would be able to make a rapid fire round of Lincoln. Speeders are most easily caught with the aid of a motorcycle, it is claimed, than thru the help of an automobile. With it the officer may travel alongside of the vehicle of the offender and slow down when he slows down. The new motorcycle ordered by the city is expected to arrive in a few days.

Article in October of 1919.

# 1910s

Lincoln Star article questioned just who initiated the idea of a motorcycle officer. According to their investigation, Chief James Malone made the proposal in 1910, to catch speeders.

## WHO PROPOSED MOTOR COP?

PROBLEM SAID TO BE ALMOST AS OLD AS ANN.

Police Department Speed Cyclist First Introduced to Public Back in 1910.

Who first proposed the motorcycle cop as a means of cutting down the speeder?

Probably a score of men already are claiming the first honor of having first suggested this departure. Others claim nothing but modestly admit that they dropped the initial hint. "Jeff" Hensley, George Darton, Chief Johnstone, Police Judge Whitmore et al, have been mentioned, each as the instigator of it all. Members of the council do not care a fig who gallops the credit. Neither does the chief of police. Neither does the police judge. All of them know that the issue is almost as old as Ann.

Back in 1910, Chief of Police James Malone introduced the motorcycle cop to the Lincoln public. The duties of this cop were to stick to the trail of the speeder. Those were the days when autoists were not so daring and when the motorcycle cop found time heavy on his hands. He managed to wear out the motorcycle. One other motorcycle was since purchased for the police department to be used as a headline attraction in any and all crusades against the speeder. This second cycle refused to perform the duties assigned to it and practically all of the time since purchase, it has rested on one side in the cop garage. It is a lazy machine which has little lung power and no ambition.

When the council assemblies for the regular weekly meeting on Monday, one leading item of interest will be a resolution calling for bids on a motorcycle for the police department. And after the advertisement has run the gauntlet in accordance to law, the cycle will be purchased and unless it proves to be a fizzle, will probably cause no end of annoyance to the speeder.

Assistant City Attorney Boehmer whose business it is to prosecute offenders against the order and dignity of the city, clings to the idea that the evidence gathered in the automobile may be better evidence than that gathered on the motorcycle against the driver who has a mania for speed. He has an idea that about the best way to collect data on the speeder and make the evidence stick is to produce two witnesses who have scanned two separate speedometers. He suggests, for instance, that the police car used for chasing speeders be manned by two officers. He would fit the car with a pair of speedometers. When the defendant came to trial, he would then face two officers instead of one. If he should claim that the police speedometer wasn't working properly, what would he say of the second speedometer? It is admitted that the testimony of two officers is considerably more valuable than that of one. In one respect, the small fine has the advantage over the heavy fine. When the court assesses a fine of \$1 and costs or even \$5 and costs, the defendant pays. If the fine were made \$50 or \$100, it is presumed that many of the trial would appeal to the district court. Before the case came up for trial in the higher court, the witnesses may have scattered and the case so weakened as to make it diffi-

cult to obtain a conviction. Police officers go and come. Occasionally they are fired and sometimes they die. Witnesses move away or forget all they once knew about the case. So that in some respects, the small fine is said to have its advantages.

Regardless of opinions to the contrary, the majority of city officials cling to the belief that were the motorcycle cop not the proper solution of the speeder evil, leading cities throughout the country would have discovered it long ago. The motorcycle properly handled, is quick to start and quick to stop. It may be run alongside the speeding car and kept on a parallel with the latter as long as the policeman cares to remain there. The cyclist is not required to circle clumsily to the front of the offender. He is right on the job and may remain on the job until he elects to bring his victim to a stop.

## RECORD OF BANK CLEARINGS

Financial Transactions of Country for Period of a Week.

Bank clearings in the United States for the week ending September 25, as reported by telegraph to Bradstreet's Journal, New York, aggregate \$4,122,372,000, against \$3,924,000,000 last week, and \$3,815,000,000 in this week last year. Canadian clearings aggregate \$223,000,000, against \$222,000,000 last week and \$199,000,000 in this week last year, following are the returns for this week and last, with percentages of change shown this week as compared with this week last year.

	September 25	Im-	Dec-
New York	\$4,077,000,000	48.0	...
Chicago	\$21,244,000	14.8	...
Philadelphia	\$23,604,000	14.0	...
Boston	\$9,927,000	16.8	...
Jackson City	\$10,700,000	19.2	...
St. Louis	\$1,887,000	2.7	...
Pittsburgh	\$5,132,000	18.4	...
San Francisco	\$14,469,000	2.7	...
Cleveland	\$22,295,000	28.4	...
Baltimore	\$9,824,000	20.8	...
Louisville	\$6,458,000	48.7	...
Indianapolis	\$2,214,000	11.4	...
Danville	\$8,925,000	2.0	...
New Orleans	\$1,782,000	1.1	...
Atlanta	\$2,124,000	20.4	...
Memphis	\$9,684,000	28.2	...
Minneapolis	\$4,141,000	11.2	...
Seattle	\$4,176,000	7.6	...
Los Angeles	\$4,814,000	48.9	...
Milwaukee	\$8,914,000	...	...
Portland, Ore.	\$4,297,000	13.8	...
Louisville	\$4,297,000	29.1	...
Buffalo	\$6,370,000	46.8	...
Denver	\$1,861,000	1.7	...
St. Joseph	\$1,748,000	1.4	...
St. Paul	\$1,804,000	22.1	...
Houston	\$1,264,000	...	...
Indianapolis	\$1,770,000	...	...
Nashville	\$1,168,000	...	14.2
Memphis	\$1,461,000	22.0	...
Washington, D. C.	\$1,280,000	7.4	...
Salt Lake City	\$1,811,000	21.9	...
Fort Worth	\$1,288,000	2.0	...
Providence	\$1,408,000	...	2.8
Columbus	\$1,337,000	24.9	...
Toledo	\$1,424,000	21.2	...
Des Moines	\$1,812,000	19.0	...
Tulsa	\$1,228,000	21.2	...
Indianapolis	\$1,328,000	...	86.7
Oklahoma	\$1,487,000	38.6	...
Wichita	\$1,031,000	...	...
Missis City	\$1,231,000	22.2	...
Lincoln	\$2,297,570	41.0	...
Norfolk	\$1,627,000	21.7	...
Spokane	\$1,149,000	61.2	...
Harlem	\$1,429,000	...	...
Rochester	\$1,118,000	21.9	...
Savannah	\$1,306,000	...	11.2
Oakland	\$1,382,000	26.4	...
Akron	\$1,661,000	192.4	...
Galveston	\$1,652,000	8.4	...

Total in U. S.	\$4,122,372,000	71.1	...
Total outside U. S.	\$223,000,000	16.3	...
Dominion of Canada.			
Montreal	\$118,282,000	28.2	...
Toronto	\$8,748,000	42.1	...
Winnipeg	\$9,096,000	55.9	...
Total	\$223,126,000	28.0	...
* * * Last week's			

## Licenses to Nebraska.

OMAHA, Neb., Sept. 28.—Marriage licenses were issued here yesterday to Ben L. Polsky (over) 21, of Lincoln, and Blanche Bessel (over) 18, of to Ben L. Polsky (over) 21, of Lincoln, Colo, and Edna Baker, aged 26, of Omaha.

Licenses were issued Friday to Samuel A. Gordon, aged 51, and Annie E. Taylor, aged 52, both of Lincoln; Warner D. Johnson, aged 25, of Lexington, and Hilga Rasmussen, aged 21, of Elba, Neb.

# 1920s

LPD purchased a motorcycle in 1920 costing \$390. Major Gross was named one of the first LPD motorcycle officers. By 1925, LPD had 6 motorcycle officers and 7 Henderson Motorcycles. It is interesting to note that the motorcycle officers wore hats instead of helmets. They continued to wear hats until the 1950's (LPD Annual Reports)



*Motorcycles and other city vehicles in early 1920s.  
L-R: Chief Johnstone, Major Gross, Curtis Roper, Leon Towle,  
and Paul Shively. (Courtesy of Darlene Towle Pettit*



*Officer George Meyer on a Harley Davidson  
outside Antelope Park , 20<sup>th</sup> and O Streets.*



*Picture taken in early 1920's of unidentified motorcycle officers with side cars.*

# 1920s



*Motorcycle Squad 1927. Officer George Meyer, far right.  
(The Peace Officer Magazine)*



*Motorcycle Squad  
1927-1928*



*Motorcycle Officer Leon Towle in the early 1920's.*



*Motorcycle officers on Harley-Davidsons parked outside  
the Police Station at Q Street, 9<sup>th</sup> to 10<sup>th</sup> Streets. Two un-  
known LPD officers and Officer Major Gross on the right.*

# 1920s

**Add New Motorcycle**—The fourth motorcycle was added to the night "shotgun squad" of the police department Wednesday. This makes five machines in operation, four of them equipped with sidecars, with an officer armed with a pump shotgun accompanying the rider.

Article from 1923 about adding a new motorcycle to the Lincoln Police Department's Shotgun Squad.

## Chasing Speeders is Royal Sport --Beats Hunting and Fishing Says "Maje" Gross Lincoln Veteran Speed Cop



Officer Major Gross who since 1910 has been chasing speeders on the streets of Lincoln, and who can boast of being the oldest motorcycle officer in the state of Nebraska, is the point of service. Gross is wearing his 140 belt, presented to him by a friend. When he starts after a speeder, and sees the necessity of clipping off a few miles at a mile a minute pace, Gross tightens the belt around his stomach to prevent the jarring from injuring his stomach, kidneys or liver.

Article published in May 1922 about Officer Major Gross

## POLICEMAN WHO FIRED FATAL SHOT



WALTER EATON.

Motorcycle officer of the night police force who shot and killed William Gade, young Seward farmer, after the latter had fled from the officers who tried to question him at 2 o'clock Friday morning. The shooting occurred at Eighteenth and H streets after a speedy chase.

Article in 1921 about Motorcycle Officer Walter Eaton who shot and killed man.

## LINCOLN NIGHT SQUAD EQUIPPED WITH SHOTGUNS

Police Department Takes Measures to Cope With Activities of Bandits.

Four Motorcycles Are to Be Pressed Into Service—Patrol Beats in Pairs.

A "flying squadron" of Lincoln police was organized Friday under the direction of Acting Mayor Dayton and the supervision of Captain Anderson, acting chief of police, which is to patrol the city all night in an effort to combat the increase in crime that is apparently underway in Lincoln.

Three motorcycles were equipped with side cars Friday and in each an officer will ride with a shot gun at hand, ready to investigate any suspicious persons or circumstances. As soon as an additional sidecar is purchased, the fourth motorcycle will be put on duty with two night officers in it. Eight officers will thus be employed all night in patrolling regular beats about the city in pairs.

Mr. Dayton explained his action in ordering the night force increased and the motorcycle patrol instituted Friday by calling attention to the usual epidemic of crime that is common at this time of the year and which is just now sweeping the nation. "Lincoln," he believes, "is having its full share." He points to one murder and numerous holdups and robberies recently as proof of this theory.

"In studying the situation," he continued, "it occurred to me that the best thing to do would be to equip motorcycles with sidecars and to send policemen in pairs out at night to patrol the entire city, the one riding in the sidecar to be equipped with a shot gun."

Four motorcycles can patrol a considerable territory at fairly frequent intervals. It is believed and a considerable reduction in crime in Lincoln is hoped for from this innovation.

Article published in October 1923.

# 1920s



*Officer George Meyer on a Harley Davidson in the late 1920's with the University of Nebraska Architecture Building in the background.*



*Officer George Meyer riding a Harley motorcycle  
Herb Paul inside the vehicle  
(Courtesy of Rick and Jonie Meyer)*



*Officer George Meyer (second from the left) and other unidentified officers escorting the first air mail into Lincoln.  
(Courtesy of Rick and Jonie Meyer)*



*Motorcycle Traffic Officers, 1920's.  
L-R: Major Gross, Clyde Wait, J.P. Shively, Forrest Schappaugh,  
Mechanic B.B. James, W.R. Casement, R.H. Davis  
(Peace Officer Magazine)*

# 1920s



*Auld Recreation Center - March 25, 1925  
Left-Right: M.G. Gross, unidentified officer,  
C.N. Wait, J.P. Shively, F. Schappaugh*



*Officer George Meyer, far right, and three other motor cycle officers riding their  
Harley Davidson motorcycles in the 1928 Armistice Day Parade.  
(Courtesy of Rick and Jonie Meyer)*

# 1930s

At the beginning of the 1930s, LPD had 1 motorcycle sergeant and 5 motorcycle officers. This number soon increased to 9 motorcycle officers in 1933.

(LPD Annual Reports)

*Communication between motorcycle officers became increasingly better in the 1930's. " Early on there were no radios and officers were expected to check for a red light on the call boxes spread throughout the city for when they were needed. Eventually they got receivers only and of course transmitters later." ~Marvin Morgan, retired lieutenant*



*Unidentified motorcycle officers in 1930's*

*(Photo from MacDonald Studio in Lincoln, Nebraska)*



*Motorcycle Officer Harbaugh and other unidentified officers. Billy Wolff's Bike Shop, 19th & O Streets. Billy Wolff, second from the left.*

*(Courtesy of Richard Harbaugh)*



*Officer Harbaugh with an unidentified officer.*

*Billy Wolff's Bike Shop*

*(Courtesy of Richard Harbaugh)*



*Unknown boy sitting on Officer Victor Wright's Harley Davidson.*

*(Courtesy of Charleen Simpson)*

# 1930s



*Officer Harbaugh and his  
brother-in-law in side car.  
(Courtesy of Richard Harbaugh)*



*Promotional image of Officer Harbaugh and  
an unidentified officer in front of capital.  
(Courtesy of Richard Harbaugh)*



*Officer Dale Ruemelin  
(Courtesy of Joan Ruemelin)*



*Motorcycle Officer  
Joe Harbaugh*

# 1930s



*Photo taken June 6, 1939*

*On the front bumper of Engine No 1, two handguns were fastened to a board and pointed to the ground. At a given speed, the police officer riding in the seat would give the fire apparatus driver a command to stop, and at the same time he would fire one of the hand guns from his seat. The hand gun was loaded with a chalk charge and would leave a mark on the pavement. After the rig was completely stopped, the officer would fire one more charge. They would measure the distance between the chalk marks to determine the required stopping distance. This was done to partially fulfill requirement to promote a firefighter to driver. Wm. Van Landingham firefighter driver, Lt. Bennet in the passenger seat and Officer Al Morris on the motorcycle. (Courtesy of the Lincoln Fire Department)*



*Motorcycle Officer Victor Wright on a Harley Davidson.  
(Courtesy of Charleen Simpson)*



*Officer Victor Wright on a Harley Davidson with  
a side car. (Courtesy of Charleen Simpson)*

# 1940s

In 1943, LPD had 11 motorcycle officers and created a night shift of motorcycle officers. Typically four motorcycle officers would work during the night shift. These motorcycle officers received a salary of approximately \$175 per a month during the 1940s. In 1949, LPD Motorcycle Officer Richard E. Leyden died in a motorcycle crash while responding to a call.

(LPD Annual Reports)



*Captain Paul Shively in front of Shorty's on 21<sup>st</sup>, O to N Streets*



*Motorcycle patrolmen of the guard force ready to start a day's patrol of roads within the area.*



*City Building 10<sup>th</sup> and 'Q' Street*

*Officer Stansbury, white shirt on the right, standing behind the motorcycle officers. (Courtesy of Stansbury Family)*

# 1940s



*Two unidentified LPD officers in 1944.*



*A public address system was installed on a department motorcycle to assist with WWII blackout drills.*



*Letter to Al Eitel from Chief Carroll giving him permission to buy a pair of leather boots.*



*Motorcycle Officer Al Eitel and an unidentified boy  
(Courtesy of Mel & Barb Malpert)*

# 1940s



*Officer Clinton Hurd riding a three-wheel motorcycle. Officers wore the straw Stetson-style hat to beat the heat.*



*Officer Eitel on a motorcycle with winter fending, which was used to provide protection from the cold wind  
(Courtesy of Mel & Barb Malpart)*



*Motorcycle Officer Alex Eitel with an unidentified child  
(Courtesy of Mel & Barb Malpart)*



*Officer Al Delaney standing beside Mrs. America on a Harley Davidson.*

# 1940s



*Officer Victor Wright on the Harley Davidson and his sister May (Brittain) Hodges in the side car.*

*"If he wasn't on a call, he would stop and pick her up at work at the State Capitol and take her home because she was very pregnant! This picture was taken in January, 1941, and my cousin was born in March. He didn't want her to walk downtown and take the bus home because it took quite a long time" ~Charlene Simpson (daughter of Victor Wright)*

# 1950s

In 1950, LPD had 11 motorcycle officers each earning a monthly salary of \$235. Officer Gail Gade tells of attending a class in Los Angeles, California, where he saw the LA Motorcycle Officers wearing helmets. When he returned to LPD, he tells of reporting that the motorcycle officers should think about wearing helmets for protection. It was a few years later before helmets were mandated for LPD officers. (LPD Annual Report)



*Sergeant Virgil Campbell on the Department's Harley Davidson servi-car in 1958. These 3-wheel motorcycles were used for parking enforcement.*



*Officer Warren Chrastil's police commission signed by Chief Joe Carroll*



*Officer Gail Gade outside the police station, 10th & O.*

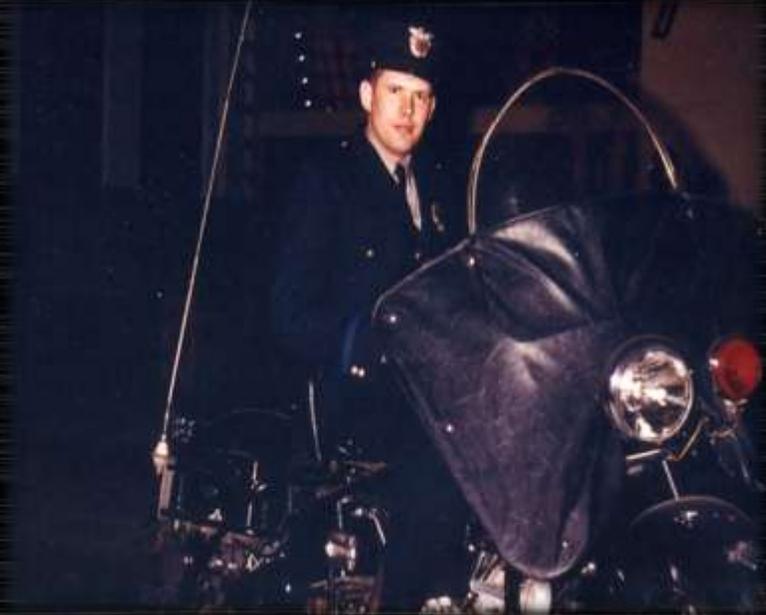


*Motorcycle Officer Vernon Vavra  
Lincoln Star,  
March 8, 1958*

# 1950s



*Officer Merl Hesser, July 1956  
(Courtesy of Merl Hesser)*



*Officer Lowell Sellmeyer  
(Courtesy of Lowell Sellmeyer)*



*Officer Al Delaney  
(Courtesy of Roy Delaney)*



*Officer Al Delaney outside the State Capital. Officer Delaney was well known for riding his motorcycle up and down the steps of the State Capital. (Courtesy of Roy Delaney)*

# 1950s



*Officer Al Delaney - still riding his motorcycle,  
with side car, in the winter.  
(Courtesy of Roy Delaney)*



*Officer Al Delaney with other officers  
(Courtesy of Roy Delaney)*



*Motorcycle with winter  
fehring, early 1950s*



*Officer Al Delaney with unidentified child  
(Courtesy of Roy Delaney)*

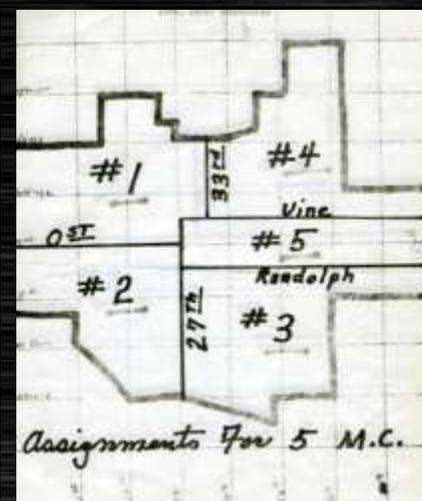
# 1950s



Officer Al Delaney, right, with an unidentified officer in front of Shorty's Bike Shop. (Courtesy of Roy Delaney)



Officer Al Delaney, middle, with two unidentified officers. (Courtesy of Roy Delaney)



Hand drawn motorcycle assignments with three, four and five officers designed by Assistant Chief Manchester - whose name was on the maps.

# 1950s



*Officer Delaney, on the motorcycle, outside Shamrock Beverages.*



*Officer Virgil Campbell, late 1950's*



*Officers Lowell Sellmeyer and Gail Gade, 1950.*

# 1950s



*Officer Gail Gade (foreground) and Officer George Biggers lead a motorcade along 'O' Street for visiting General Dwight D. Eisenhower on July 3, 1952. Eisenhower was elected president of the United States on November 4, 1952. Note the signature on the photo. (Courtesy of Gail Gade)*



*Officer Edwin Kringel on a Harley Davidson in 1953 outside LPD Headquarters at 10<sup>th</sup> & Q Street. Officer Kringel was injured in a motorcycle accident in the mid-1950's. During his recovery he was assigned to run "speed traps" in a patrol car in the Havelock Area. While running these "speed traps," Officer Kringel had one leg in a full cast that was propped up on the dashboard of the patrol car. However, he was not safe from harm as he*

# 1960s

In 1960, LPD had 17 motorcycle officers (an increase of 7 motorcycle officers from 1950) with a monthly salary of \$377.50. By the end of the 1960s, motorcycle officers were bringing in a monthly salary between 500 and 600 dollars. In 1968, LPD Motorcycle Officer George Welter died from a motorcycle crash while responding to a call. (LPD An-

*"In 1968, if it was 15 degrees or above by 0700 hours and 1500 hours when your shift started, then the motorcycle officers rode their motorcycle."*

*~Former Assistant Chief Jim Baird*



*Officer Wayne Wessel talking with an unidentified Lincoln Park Police officer.*



*Department vehicles parked in front of police headquarters, 10th & O Street, 1967.*



*Officer Richard Stansbury on motorcycle in 1962 (on left). Article on the right is about Officer Richard Stansbury and his musical direction. (Courtesy of the Stansbury Family)*

## Motorists and Musicians Follow His Directions

By Budd Gauger

Whether he is directing cars or choirs, "people are wonderful" to Richard H. Stansbury of 1230 So. 29th.

He directs two kinds of traffic: As a motorcycle officer with the Lincoln police he is obliged to enforce the messages contained on traffic signs.

As director of the 23-voice choir of First Church of the Nazarene, he patrols the "slow" and "stop" signs on the anthem acre.

"I'm still the same man with the public as with the choir," says the music-motorcycle policeman.

The sound of a motorcycle is music to his ears and the voices of the choir are "a spiritual lift."

**Accused of Softness**

His choir members have been heard to accuse him of being too "soft" in rehearsals.

"So I've tried to crack down," says the

athletic and good-looking officer, "it helps to have discipline in the choir."

In choir and city, Stansbury contends with all sorts of driving and singing accidents.

At 7 tonight his maroon-robed choir, carrying candles, will proceed down the aisles of First Church of the Nazarene to sing a cantata, "The Heavenly Light."

**Athletic Accomplishments**

The Nazarene music master said he was reared in a musical family and has attended First Church since he was a year old. His father is Roy Stansbury at 2125 Stockwell.

Officer Stansbury, 31, coached the basketball, sported a fast tempo in the dashes, broad jumped and tossed the javelin during his one year at the University of Nebraska.

He later swelled in Pasadena (Calif.) Nazarene College where he lettered in all sports--and won his wife, Margaret. They are parents of 3 youngsters.

# 1960s



Officer Ron Flansburg with K-9 Kep in 3-wheel motorcycle, 1961. They did not use the trailer for very long as Kep kept getting bounced out the back



Officer Warren Chrastil.  
Picture taken by Gene Barnett.  
(Courtesy of the Chrastil Family)

## MOTORCYCLE OFFICERS

**Rule 1.** A motorcycle officer shall be under the general supervision of the Captain of Traffic, except when otherwise directed. He is specially charged with the duty of suppressing motor vehicle speeding and reckless driving of all vehicles, with the investigation and prevention of traffic accidents.

**Rule 2.** A motorcycle officer shall use a Department motorcycle only in the actual performance of police duty. At the expiration of each tour of duty he shall leave his machine at the police garage.

**Rule 3.** A motorcycle officer shall ride the machine assigned to him unless he receives permission from the proper authority. He shall not leave his machine unattended except when necessary in the performance of police duty. Standard equipment furnished with Department motorcycles shall not be changed, and nothing shall be added thereto or taken therefrom, or interchanged, without proper permission.

**Rule 4.** A motorcycle officer must patrol such prescribed thoroughfares and section of districts of the City as shall be designated by his commanding officer. He shall patrol singly, unless otherwise directed by proper authority.

**Rule 5.** A motorcycle officer must ordinarily drive his machine at a moderate speed and take every precaution to avoid collision and prevent accidents. He shall observe the traffic regulations as far as is consistent in the performance of police duty.

**Rule 6.** A motorcycle officer shall, during his tour of duty, remain mounted as continuously as practicable, and shall constantly and faithfully patrol the district assigned to him.

*Rules and Regulations for Motorcycle Officers  
Officer Policy Book, 1950s*

## SECTION 8

### MOTORCYCLE SERGEANT

**Rule 1.** The Motorcycle Sergeant and or the Patrol Sergeant shall direct the patrol detail, subject to the orders of the shift Commanding Officer.

**Rule 2.** He shall instruct his Officers in their duties to preserve the peace, prevent and detect crime, enforce all city, state and federal laws, and investigate every person whose appearance or conduct is any way suspicious.

**Rule 3.** He shall make regular inspections of his districts to determine that each Officer is keeping his beat free from traffic violations and accidents, and shall report any failure to his commanding Officer. He shall give particular attention to the Officer in charge of any beat on which an unusually large number of traffic complaints are received. He shall require his Officers to correct unsatisfactory conditions, and shall give special attention to traffic problems.

**Rule 4.** He shall cover as many traffic accidents as possible, assisting his men in the investigation of such accidents, and incidents involving his Patrol or motorcycle units.

*Rules and Regulations for Motorcycle Sergeants  
Officer Policy Book, 1950s*

# 1960s



*(L-R) John Nelson, Marty Roach, Ken Clark, Jim Baird, Carl Keech, Byford Bruce, Ron Riensche, and Larry Pierce. Motorcycle replica built by Clair Lindquist and presented to Sgt. Keech by his officers. (Courtesy of Carl Keech)*



*Officer Carl Keech, taken by the Lincoln Journal Star (Courtesy of Carl Keech)*



*Officer Carl Keech standing behind the motorcycle replica built by Clair Lindquist.*



*Officer John Nelson, May 1969.*

# 1960s



*Officer Roger LaPage, 1964. The paper on the clip board just behind the windshield was the "Hot Sheet," which listed stolen cars, fugitives, and other information officers needed to know for the day. This Motorcycle was one of the last of the kick-start generation. Soon the electra-glide era began, with push button starting. (Courtesy of Roger LaPage)*



*1967 Motor Officers in front of Police Headquarters at 10<sup>th</sup> and Q Street. From left, Al Thompson, George Welter, Bill Fitl, Bob Jatczak, & Bill Satterwaite. (Courtesy of George Welter's Family)*



*Officer Clifton Koch and Officer Cooper with unidentified toddler. (Courtesy of Clifton Koch)*

# 1960s



Officer Koch at 48<sup>th</sup> & Holdrege accident on September 26, 1961. (Courtesy of Clifton Koch)



Officer Koch investigating an accident at 3000 Cornhusker on December 31, 1964. (Courtesy of Clifton Koch)



Sergeant Koch at an injury accident, June 22, 1964. (Courtesy of Clifton Koch)



Officer Koch attending the scene of an accident after a trailer was blown over by high winds on Highway 180 in 1964. (Courtesy of Clifton Koch)

# 1960s

*"In the late 1960's, Officer Bill Fitl and I, Officer Doug Ahlberg, were riding day shift motorcycles and were assigned to escort the Shrine Circus from the train depot to Pershing Auditorium. Our route took us east on M St. to 16<sup>th</sup>. The circus employees told us that they wanted to enter Pershing on the 16<sup>th</sup> St. side and go to the basement. Bill and I made a left turn onto 16<sup>th</sup> St. and parked our motors in the extreme west lane of 16<sup>th</sup> St. (16<sup>th</sup> St. is a one-way street south bound). We had to direct traffic into the extreme east lane of South 16<sup>th</sup> St.*

*While we were working traffic, Officer Fitl laughed and told me, "That elephant is going to sit on your motor." I looked over to where I had parked my motor and right next to it were two rather large elephants. Rather than taking them down the basement of Pershing, their handlers had decided to wash them off first. As we know elephants really are not that wide. Both of them were right alongside my motor, maybe 3 feet away. I approached my motor (quite cautiously I might mention). The handlers had the elephants turn, and as they did they didn't sit on my motor (like Officer Fitl liked to tell), but they kicked the motorcycle over breaking the windshield, the red light, and one saddle bag. Back then the Sergeant had to investigate any accident an officer was Involved in. I'm glad Officer Fitl was a witness, because I doubt if Sgt. Warren Chrastil would have believed just me!"*

*-Retired Captain Doug Ahlberg*



*Officer Doug Ahlberg's commission, 1960s.  
(Courtesy of Doug Ahlberg)*



*Officer Ahlberg on a Dura Glide Motorcycle, 1966.  
(Courtesy of Doug Ahlberg)*



*Officer Doug Ahlberg, 1967.  
(Courtesy of Doug Ahlberg)*

# 1960s



*Electric Glide motorcycle, late 1960s.  
(Courtesy of Doug Ahlberg)*



*Officer Bob Edmunds, in 1961, directing traffic for the first atlas missile going from LAF base to Tecumseh, Nebraska to the underground silo*

# 1960s



**CADETS TODAY, POLICE TOMORROW**—Cadets Alan Ragoss (left), Merle Westling and Gay Grosshans get a briefing on patrol methods from motorcycle Sgt. Bill Jernigan.

*Sergeant Bill Jernigan showing three cadets how to operate a motorcycle.*



## POLICE CYCLE BURNS AFTER MISHAP

A Lincoln policeman, Douglas A. Ahlberg, 23, of 913 So. 46th, barely escaped serious injury Monday morning when his police motorcycle burst into flames following a collision with a motorcycle driven by Larry R. Stout, 19, of 2218 Meredith. Stout suffered leg and foot fractures as a result of the accident near 48th and Cooper. Officials said the

police vehicle skidded about 100 feet on its side after the collision and struck a parked auto before catching fire. Ahlberg was on an emergency call with lights and siren operating at the time of the collision, police said. Police Sgt. Gordon Cox is shown investigating mishap. (Star Photo.)

*Article on Officer Doug Ahlbergs crash.  
(Courtesy of Doug Ahlberg)*



## AIRMAN ESCAPES INJURY

Charles Roberts, 24, of Lincoln Air Force Base escaped without injury Sunday when his car skidded off interstate 80 and flipped over two miles south of the Hwy. 24 interchange. Roberts is shown viewing his wrecked car with Lincoln Po-

lice Sgt. Clifton Koch. Police said the vehicle skidded off and on the highway for more than 700 feet, flipped over once and landed upright in the median. (Star Photo)

## Joyriding Brings Jail and Fine

John D. Morris, 27, of 3256 Potter was fined \$300 and sentenced to 4 months in the county jail for joy riding after being found guilty in Lancaster County Court.

Morris was charged with taking a car, owned by Paul C. Staehr. He was stopped by motorcycle officer Clifton Koch at 66th and Gladstone.

# 1960s



Officer Welter's smashed motorcycle ... burst into flames following collision.

## Douglas Expects to Charge Ceresco Man in Death of Policeman Here

Lancaster County Atty. Paul Douglas said Saturday he expects to file charges of motor vehicle homicide Tuesday against William Otto, 52, a Ceresco farmer, in connection with the Friday evening death of Lincoln Police Officer George Welter.

Officer Welter, 25, 5043 Fremont, died from injuries suffered when the motorcycle he was riding

collided with a car driven by Otto at the intersection of 27th and W, about 6:50 p.m. Friday, according to reports.

According to a police accident report, Officer Welter was traveling south on 27th answering a report of a man lying in the street near 26th and Q. He had just returned to service from lunch moments before.

The impact threw Officer Welter an estimated 60 feet through the air. He landed on a sidewalk on the south side of 27th and W, reports said.

Following the impact, the

motorcycle burst into flames. The Otto vehicle sustained considerable damage to the left front where the motorcycle struck it.

Policeman Welter was taken to Lincoln General Hospital where he was pronounced dead at 10:30 p.m. by an attending physician.

A hospital report indicated Officer Welter suffered fractured legs, numerous rib fractures, and extensive head and brain damage.

Reports by witnesses said Officer Welter had the red lights and siren of his motorcycle in operation.



Police estimated the speed of the southbound motorcycle at about 40-50 m.p.h. and the speed of the Otto vehicle to be about 15-20 m.p.h. at the time of the mishap.

Police accident reports said Otto was northbound on 27th and was slowing down to make a left turn to go west on W and apparently failed to hear or see the approaching police vehicle. The intersection is protected by east-west stop signs on W. 27th is a through street.

Officer Welter was born in LeMars, Iowa, and had been a Lincoln resident about 7½ years. He joined the police department in November, 1963, and was assigned as a motorcycle officer about a year ago.

Funeral services for the officer will be 10:30 a.m. Monday at St. Patrick's Catholic Church, 6126 Morrill.

He is survived by his wife Sandra, a two-week-old son,

## Lincoln Officer Is Killed

Continued From Page 1

Jason Paul, and two daughters, Lynette and Lisa Marie.

Other survivors include parents, Mr. and Mrs. Norbert Welter; brother, Norbert G.; sisters, Mrs. Robert Smith and Sandra. All are Lincolniters.

According to police, the officer's widow will receive about \$15,000 from a life insurance policy the officer had and about \$200 per month from the police pension plan at such a time as she should marry or die.

Officer Welter is the fourth Lincoln policeman to die the line of duty, the second killed on a motorcycle.

The others were:

Motorcycle officer Richard A. Leyden, killed in an accident while chasing a speeder near 17th and N, Sept. 1949.

Detective Frank Souk gunned down Dec. 16, 1951, while arresting forgers suspects.

Detective Paul Whitehead was shot by an escaped convict from Indiana on Aug. 10, 1955.

# 1970s

"Back in the 1970's we were called The Old Motormen. My motor sergeants were Lee Frakes (2<sup>nd</sup> shift) and Warren Chrastil (1<sup>st</sup> shift). Lee Frakes used to take us out to the fairground to train the new guys and we would practice and practice until we could do a figure 8 one complete time without using our hands on the handlebars while just leaning into the curves with just our bodies! Was very hard at first but then all of a sudden you got it and you moved on to be a motorman. If not, you most likely did not move on. I can still remember Sgt. Frakes saying "Schneider I want to hear those footpads scrapping on the cement when you are in that figure 8 turn!" That meant you were leaning the bike over while being in the turn and scraping the footpads on each side of the bike while rolling through the figure 8!"

-Retired Officer Gary Schneider



*Twelve new Harleys purchased in 1973.  
Harley Davidson store, 48<sup>th</sup> & Hartley.  
L-R: Chrastil, Frakes, Buchanan, Kazebeer, Homan,  
Schneider, Briggs, Harnly, Lecholat, Bashus, and Hibdon.*



*Brand new Harley Davidson motorcycles headed to  
the station, 1973. (Courtesy of Journal Star)*



*1970's Motorcycle Ring. Special rings crafted by Fred Wilson Jeweler in Lincoln and worn only by the men of the Motorcycle Squad. There were 7 officers who purchased the rings. Four of the officers were Lyle Roberts, Jim Baird, John Seberger, and Leo Nissen. The other three officers are not known. (Courtesy of Jim Baird)*

# 1970s



*Officer Roach on an Electric Glide Harley Davidson.  
(Courtesy of Marty Roach)*



*Back view of the Harley Davidson Motorcycle with  
Officer Roach. (Courtesy of Marty Roach)*

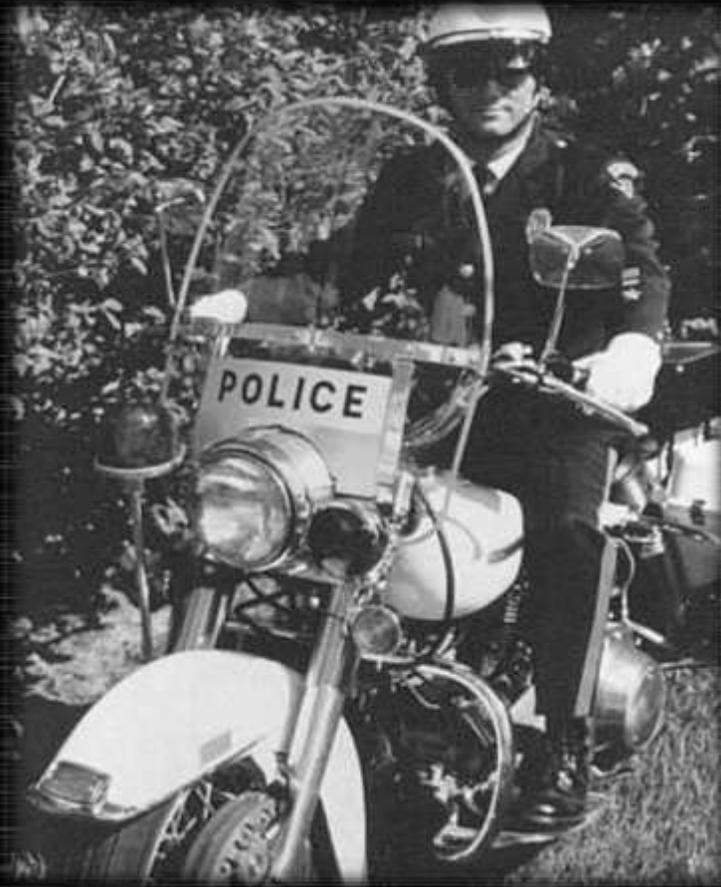


*Officer Roach calling dispatch.  
(Courtesy of Marty Roach)*



*Officer Doug Ahlberg giving traffic lessons to high school stu-  
dents, early 1970's. (Courtesy of Doug Ahlberg)*

# 1970s



*Officer David Andreason riding a Harley Davidson, 1973. (Courtesy of David Andreason)*



*Motorcycles parked outside LPD, early 1970s (Courtesy of David Andreason)*



*Officer Byford Bruce on a 1200cc Harley Davidson. Nebraska State Fair Grounds, 1973 (Courtesy of the Bruce Family)*

# 1970s



*Officer James Peschong, 1975.  
(Courtesy of James Peschong)*



*LPD Harley Davidson Motorcycle, 1975.  
(Courtesy of James Peschong)*



*Officer Wes Loos standing behind his  
Kawasaki Motorcycle, November 1972.*



*Sergeant Keech and Officer Bruce  
during the Nixon visit, 1971.*

# 1970s

## Officers Miss Their Cycles

By JIM CAMDEN  
Star Staff Writer

When the Lincoln Police Department puts most of its motorcycles on the auction block May 1, more than hanks of steel, chrome and rubber will be sold to the highest bidder.

The motorcycles occupied a special place in the hearts of the men who rode them — men who shared common bonds of an Electra Glide in black and blue full of accidents, injuries, anecdotes and the joy of riding 1200 c.c. Harley-Davidson bogs on warm spring days.

The bikes are being discarded because their maintenance costs are too high for the amount of time they're in service, because there are too many accidents and because they don't fit in with Chief George Hansen's concept of the total patrolman.

Almost all former motorcycle officers, "motormen" as the department called them, will admit that getting rid of the bikes is the most logical, practical, reasonable thing to do . . .

But they still miss their bikes.

Sgt. Doug Ahlberg, who rode a motorcycle for seven years, pointed out that the cost of the Harleys, \$4,200, compared to the cost of a cruiser, \$1,500, makes them uneconomical particularly since the bikes were only in service eight months out of the year.

Still, "I'm gonna miss the stupid things. Tu

get paid money to ride a motorcycle in the summertime . . ." Ahlberg's voice trailed off for a second.

"But when it's 15 degrees in the winter, no, I won't miss 'em."

### Time Lost To Weather

Nebraska climate is one big factor that did in the LPD motorcycle. The bikes weren't ridden when it was too cold, wet or sunny. If motormen got caught in the rain, they either went back to the station and switched to a cruiser or pulled into a fire station or a bar to wait out the storm. Either way, the department lost time that a patrolman could have been working.

During the winter, motormen had to wear 15 extra pounds of clothing, a definite disadvantage. They couldn't raise their arms very high or move their legs very fast.

"If you had to get off and chase somebody, you were good for about a block," said Officer Jeff Olson.

Balancing the exposure to the rage of Mother Nature, was the bikes' superior maneuverability in heavy traffic situations.

### Cycle Could Get Through

"The frustration of traffic really gets to you when you're in a cruiser," Officer John Seberger said. A motorman and his bike could weave around and through traffic to get where he

wanted to go, with a car, he might just have to sit.

Motormen were in charge of traffic control under the old system while cruiser officers handled criminal complaints. Under the new system each policeman has a geographic area in which he is responsible for all problems that arise.

For this job, Assistant Chief Dean Leitner explained, a patrolman needs an office on wheels where he can write reports, isolate a person to talk in private and carry all the equipment needed for a policeman's job.

LPD will keep six motorcycles around for special traffic details, such as football Saturdays. Former motormen will vie for those assignments.

But it just won't be the same.

They'll miss the respect and the movie that a uniformed figure on a shining white Harley used to have.

"There's only one thing cooler than a Lincoln police motorcycle man riding down the street," Seberger said. "Two Lincoln police motorcycle men riding down the street."

### The Kids All Waved

"When you were on that motorcycle, there wasn't a kid in Lincoln who didn't wave," said Officer John Morris, who has had stunts with cruisers, motorcycles and the police helicopter. "When you're in a cruiser, you're just another cop."

Motormen said they felt more exposed to the public and, consequently, kept their boots polished, pants cleaned and helmets shined. They felt the public noticed them more than cruiser officers.

"There's nothing really unique about a cruiser," said Officer Tom Cassidy. "You can't polish a soft hat."

Leitner also points out, however, that many times the motorcycle patrolman was less visible. When going through a red light with lights flashing and siren blaring, a motorcycle is harder to see than a cruiser. This often resulted in accidents.

Leitner knows about such accidents firsthand — in 1969, he was in one at 11th and Cornhusker. He totally demolished the citizen's car and his motorcycle, he almost lost a leg and spent a year recuperating.

"Since then, I haven't had an urge to get back on one," he said.

LPD lost two motormen to fatal accidents, many hours to minor accidents. Most motorcycle officers have stories of bone-jarring incidents.

A favorite belongs to Officer Ron Van Meter, who was chasing a speeder on I-180. At 75 miles per hour, the bike developed a high-speed wobble and Van Meter lost control. The motorcycle rolled 412 feet, Van Meter rolled about 300. The speeder came back to see if Van Meter was all right.

Although he ground down the studs and the leather on his gun belt and ruined his uniform, Van Meter was back at work the next day. But the Harley was destroyed.

### Equipment Shook Apart

Even without accidents, though, the bikes were hard on equipment. Guns and flashlights shook apart from the vibrations. Saddle bags and citation books blew off. Muffler burns and oil sprays ruined pants.

"You had to like it to ride it," Van Meter said.

And no one who didn't want to ride a motorcycle for LPD. "You had to ask to ride a motorcycle," said Capt. Clifton Koch, adding that helped produce high esprit de corps.

Under the old system, men who wanted to work solo often asked for a bike because cruisers were two-man units.

"Years ago, you were pretty much your own boss," Koch said. "The big thing was that you could do what you wanted to."

Motormen said they felt that working solo gave them a greater sense of accomplishment.

"You were rated on your performance as an individual," Olson said. "You could come in after a full day's work and say, 'Hey, I did a hell of a job today.'"

### Adjustment Less Difficult

But now most cruisers also are one-man units. The motormen don't have to adjust to working with a partner, only to working without a motorcycle.

"Looking at it objectively," said Officer Leo Nissen, "you can't keep 'em around just so a bunch of us can get our kicks riding when the weather's nice."

Still there's that tinge of regret.

"When you first get off a motorcycle and into a car," Ahlberg said, "it feels like you're in a box and somebody ought to throw dirt in your face."



*"A Motorman No More..." Officer William Mickle inspects his bike on left. Article published April 14, 1976, by the Lincoln Star. (Courtesy of Doug Ahlberg)*

# 1980s



*Officer Al Berndt with a Ford cruiser and Officer David Andreasen on a Kawasaki motorcycle, 1987.*



*Officer David Andreasen, 1987.*



*Officer Emery Bashus riding a Harley Davidson motorcycle.*



*Kawasaki KZ1000.*

# 1980s



*Motorcycle officers directing traffic at Al Delaney's funeral, 1981. (Courtesy of Roy Delaney)*



*Motorcycle officers at Al Delaney's funeral, 1981. (Courtesy of Roy Delaney)*



*Three LPD motorcycle officers at Lancaster Deputy Craig Dodge's funeral, 1987. (Courtesy of the Woolman Family)*



*Motorcycle officers at Lancaster Deputy Craig Dodge's funeral, 1987. (Courtesy of the Woolman Family)*

# 1980s



*Motorcycle officers when President Bush visited Lincoln, late 1980s. (Courtesy of former LPD Officer Tim Woolman)*



*Department vehicles, including a Kawasaki motorcycle, outside LPD headquarters, 233 S. 10th Street.*



*Officer Jim Thoms on a Harley Davidson, early 1980s. (Courtesy of Jim Thoms)*

# 1980s



*LPD Officers riding Kawasaki KZ 1000 motorcycles at the 1982 Shrine Bowl Parade.  
From L-R: Bob Ziemer, Tim Tucknott, Ray Kansier, and Paul Aksamit.  
(Courtesy of Paul Aksamit)*



*Officer Scott Arnold standing behind a Kawasaki KZ 1000.  
(Courtesy of Scott Arnold)*

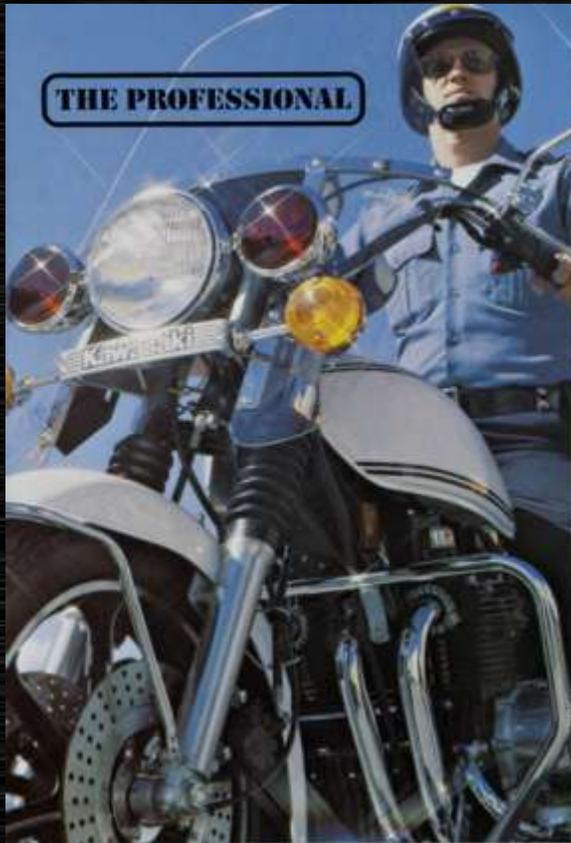


*Officer Patrick Schlentz sitting on a Kawasaki motorcycle. Photo taken by Dr. John Clothier.  
(Courtesy of Patrick Schlentz)*

# 1980s

Promotional brochure produced for Kawasaki.

Officer James Peschong was asked to assist Kawasaki Motors in Lincoln, Nebraska with the promotion material for their new introduction of the Kawasaki KZ 1000 Police Motorcycle. Lincoln Police obtained approximately six of the KZ 1000's in the 1980's. (Courtesy of James Peschong)



**THE PROFESSIONAL**

**...not adapted for police use, designed for it!**

Designed from the ground up as a law enforcement motorcycle, the Kawasaki Police 1000 offers what you demand most.

**SAFETY**—Tires with run flat capability, extra braking power, cast wheels, fingertip controls.

**RELIABILITY**—Reasonable maintenance costs, minimum down time, dependable parts service, long life heavy-duty design.

**PERFORMANCE**—Full range performance from traffic control to freeway pursuit, reserve power for all conditions.

# 1990s



*Officers Mike and Tim Woolman  
(Courtesy of Tim Woolman)*



*Officer Tim Woolman on a Kawasaki motorcycle,  
early 1990s. (Courtesy of Tim Woolman)*



*Early 1990s July 4th gathering. From L-R: Officer Mike  
Woolman, Officer Tim Woolman, Officer Frank Padilla.  
(Courtesy of Tim Woolman)*



*First female motorcycle officer, Genelle Moore.*

# 2000s



*Motorcycle Unit, 2005*

*L-R: Assistant Chief John Becker, Officer Chad Staley, Officer Ty Denney, Officer Jeff Hillabrand and Officer Dave Goehring.*



*New motorcycles driven to the garage for the first time where they will be marked. Assistant Chief Becker leading the way, 2005.*

# 2000s



*LPD motorcycle escorts at former Governor Exon's funeral, 2005.*



*Officer Hillabrand riding a Harley Davidson, 2005.*



*Traffic Unit Sgt. Roger Schmidt (left) and Officer Hillabrand (right) lead a peaceful march down Lincoln Mall from the Hall of Justice to the State Capitol (Immigration Rally, 2006).*

# 2000s



*Law Enforcement Memorial Day, 2006  
L-R: Sergeant Schmidt, Ofc. Hillabrand, Ofc. Staley, Ofc.  
Goehring, Ofc. Denney, Ofc. Brownell.*



*2006 Traffic Unit  
L-R: Sgt. Schmidt, Ofc. Hillabrand, Ofc.  
Goehring, Ofc. Staley, Ofc. Brownell.*



*Dave Fischer, owner of Frontier Harley Davidson, restored a 1958 Harley Davidson Servi-Car.  
In 2007, he loaned the vehicle to LPD for display.*

# 2000s



*Lincoln Police 2006 Harley Davidson Motorcycle*



*Officer Ty Denney conducting a traffic stop.*



*Motorcycle officers riding Harley Davidsons in front of Capital.  
L-R: Ofc. Dave Goehring, Ofc. Ty Denney, and Ofc. Chad Staley*

# 2000s



*Officer John Brandl with unidentified child, 2008*



*Officer John Brandl, 2008*



*Officer Ty Denney addressing a group of children.*



*Officer Ty Denney*

# 2000s



*Law Enforcement Torch Run for Special Olympics*



*2009 Harley Davidson Motorcycles*



*Law Enforcement Memorial , 2008.*

*L-R: Officer Jeff Hillabrand, Officer Chad Staley, Officer*

# 2010s

*Traffic Unit at Pioneers Park, 2010.  
L-R: Officer Brad Hulse, Officer Ty Denney,  
Officer Jeff Hillabrand, Officer Chad Staley,  
Officer John Brandl, Officer Curtis Wolbert,*



# 2010s



*Officer Ty Denney, 2010.*

*Wearing the new navy blue uniform and standing with the Dodge Charger's new police graphics.*

# 2010s

*Officer Jeff Hillbrand, on right, and Officer Curtis Wolbert directing runners for the Lincoln Marathon, 2011.*



*Law Enforcement Torch Run for Special Olympics , May 16, 2011.*

# MOTORCYCLE OFFICERS BY YEAR

## 1920s

Major Gross	1920 - 1928
Ruby L. Nichols	1920 -
Leon Towle	1920 -
Curtis Roper	1920 -
Paul Shively	1920 -
Walter Eaton	1921 -
George Meyer	1925 -
Clyde Wait	1926 -
Clinton Hurd	1920's

## 1930s

Allen Mart	1930 -
Joseph Carroll	1938 -
Joseph Harbaugh	1938 -
R.H. Davis	1938 -
L. Campbell	1938 -
C. Gibson	1938 -
Josef Offill	1938 -
A.J. Morris	1938 - 1942
Victor Wright	1938 - 1939
Dale Ruemelin	1939 -
Reynold McMeen	1930's

## 1940s

Al Eitel	1943 -
Paul Jones	1944 -
Chet Swearingen	1944; 1946 - 1949
Paul Wiar	1944; 1946 - 1951
Roberts Rice	1944; 1948 - 1955
Charles A. Taylor	1944; 1946 - 1956
E.R. Henninger	1946 -
Robert Sawdon	1946 -
L.F. Lindquist	1946 -
C.T. Braymen	1946 -
G.J. Lutzi	1946 -
Charels H. Baker	1946 - 1949
Butcher Robert F.	1946 - 1948

## 1940s

Willis H. Manchester	1946 - 1949
Charles L. Skinner	1946 - 1951
Al Delaney	1946 - 1956
Warren Goldstein	1947 - 1951
Milburn O. Green	1947 - 1954
Robert L. Johnson	1947 - 1948
James Hampton	1948 - 1952
Richard Leyden	1948 - 1949
Edward Bauer	1949 - 1951
George Biggers	1949 - 1954
August Pollard	1949 - 1951
Donald Post	1949 - 1952
Harold Piersol	1940's

# MOTORCYCLE OFFICERS BY YEAR



1950s		1950s		1950s	
Clifford Doran	1951 - 1952	Donald Bricker	1955 - 1956	Keith Crump	1957 - 1965; 1966
George Finley	1951 - 1952; 1955	John Finigan	1955 - 1957	James Horan	1957 - 1963
Gail Gade	1951 - 1954	Merl Hesser	1955 - 1957	Glenn Sparks	1957 - 1960
Dalton Marcelle	1951 - 1961	William Jernigan	1955 - 1965	Vernon Vavra	1957 - 1961
Lowell Sellmeyer	1951 - 1954	W.M. Johnston	1955 - 1956	Warren Chrastil	1958 - 1963
Edmund Frame	1953 - 1955	Richard Jones	1955 - 1956	Robert Edmunds	1958 - 1964
Ray Gillispie	1953 - 1956	Larry Iverson	1956 - 1957	Adolph Hynek	1958 - 1965
Edwin Kringel	1953 - 1955	Charles Graham	1956 - 1960	B. Dean Leitner	1958 - 1961
Thomas Newsome	1953 - 1955	Enos Groves	1956 - 1961	Frank Martin	1958 - 1959
Robert Summers	1953 - 1959	Robert Lane	1956 - 1957	Richard McGee	1958 - 1960
Dale Bruha	1953 - 1955	Richard Lichty	1956 - 1957	Clifton Koch	1959 - 1963
Bill Satterwaite	1954 - 1958; 1967	Kenneth Tenopir	1956 - 1957	Mark Rogers	1959 - 1966
Donald Smith	1954 - 1958	Merlin Tipton	1956 - 1959	Richard Stansbury	1959 - 1962
Richard Steffen	1954 - 1956	James Underhill	1956 - 1958	Donald Starr	1959 - 1964
Arthur Walker	1954 - 1957	Lyle Bigley	1957 - 1959; 1966	Roland Weisser	1959 - 1963
O.D. Barker	1955 - 1956	Virgil Campbell	1957 - 1959		

# MOTORCYCLE OFFICERS BY YEAR

## 1960s

Donald Cress	1960 - 1962
Ronald Flansburg	1960 - 1962
Hollis Jennings	1960 - 1967
Robert Slezak	1960 - 1963
Ernest Berry	1961 - 1968
Carl Keech	1961 - 1966
Barton Wilson	1961 - 1963
Gordon Cox	1962 - 1965; 1968
William Fitl	1962 - 1967
Larry Reynoldson	1962 - 1965
Richard Cornwell	1963 - 1964
Gustave Dittmann	1963 - 1966
Larry Dvorak	1963 - 1966
Richard Lovrien	1963 - 1964
Jerry Smith	1963 - 1965
Alfred Thompson	1963 - 1967

## 1960s

Roger LaPage	1964 - 1966
Merle Westling	1964 - 1967
Archie Underwood	1964 - 1967
Gary Baumann	1965 - 1967
Myron Carkoski	1965 - 1966
Raleigh Woodruff	1960's
Robert Jatczak	1965 - 1967
Douglas Ahlberg	1966 - 1968
Arthur Hoy	1966 - 1967
Max Meyer	1966 - 1967
John Miller	1966 - 1967
John Nelson	1966 - 1972
Dale Stunkel	1966 -
Jim McCauley	1966 -
Donald Stacy	1967 - 1972
George Welter	1967 - 1968

## 1960s

Bill Fittle	1967 -
Jim Baird	1969-1972
Larry Pierce	1969 - 1972
Art Bandars	1969 -
Stanley E. Lehn	1969 - 1972
David Andreasen	1969 - 1993
Norm Folts	1960's
Mike Courville	1960's
Ron Riensche	1960's
Ken Clark	1960's
Ron Tussing	1960's
Wes Loos	1960's
Wayne Wessel	1960's
Bob Meyers	1960's
Jack Weber	1960's
Dick Spies	1960's
Dick Kohles	1960's

# MOTORCYCLE OFFICERS BY YEAR

## 1970s

Lyle Roberts	1972 -
Michael E. Davis	1972 -
Marlin T. Hupka	1972 -
Ronald M. Riensche	1972 -
Willie Wichman	1972 -
Lewis Bentley Wood	1972 -
Byford Bruce	1972 - 1974
Ken Cauble	1972 -
Marty Roach	1972 -
Gary Schneider	1972 - 1976
Thomas Rathbun	1972 - 1974
John Seberger	1974 - 1977
James Peschong	1975 -
Tom Casady	1975 - 1976
John Becker	1975 -
Paul Aksamit	1975 - 1982
Mark M. Johnson	1975 -
Jon Morris	1975 - 1977

## 1970s

Jim LaFevre	1977 -
John Packett	1977 -
Gregory Sims	1979 - 1983
Lee Frakes	1970's
Curt Hibdon	1970's
Leo Nissen	1970's
Jim Hill	1970's
Dave Harnly	1970's
Lee Volkmer	1970's
Rudy Anderson	1970's
Terry Brummer	1970's
Pete Lickelot	1970's
A.J. Jones	1970's
Burdette Burkhart	1970's
Mick Mickle	1970's
Emery Bashus	1970 - 1980's
Roger Schmidt	1970 - 1980's
Jim Thoms	1970 - 1980's

## 1980s

Bob Citta	1982 - 1984
Ernie Young	1982 -
Don Northcott	1982 -
Edmund Sheridan	1983 - 1986
Kerry Crosby	1984 -
Patrick Schlentz	1980's
Tim Woolman	1980's
Mike Siefkes	1980's
Bob Ziemer	1980's
Tom Towle	1980's
Dan Childers	1980's
Frank Padilla	1980's

# MOTORCYCLE OFFICERS BY YEAR



## 1990s

Genelle Moore	1990s
Michael Bassett	1990s

## 2000s

Jason Brownell	2005 - 2006
David Goehring	2005 - 2010
Ty Denney	2005 - present
Jeff Hillabrand	2005 - 2010
Chad Staley	2005 - present
Brad Hulse	2006 - 2010
John Brandl	2007 - 2008
Curtis Wolbert	2008 - present
Conan Schafer	2009 - present
Sam Santacroce	2009 - present

## 2010s

John Brandl	2010 - present
John Fencil	2011 - present
Grant Powell	2011 - present

# MOTORCYCLE OFFICERS ALPHABETICAL

Name	Years on squad	Name	Years on squad	Name	Years on squad
Ahlberg, Douglas	1966 - 1968	Burkhart, Burdette	1970's	Dvorak, Larry	1963 - 1966
Aksamit , Paul	1975 - 1982	Butcher, Robert F.	1946 - 1948	Eaton, Walter	1921 -
Anderson, Rudy	1970's	Campbell, L.	1938 -	Edmunds, Robert	1958 - 1964
Andreasen, David	1969 - 1993	Campbell, Virgil	1957 - 1959	Eitel, Al	1943 -
Baird, Jim	1969-1972	Carkoski, Myron	1965 - 1966	Fittle, Bill	1967 -
Baker, Charels H.	1946 - 1949	Carroll, Joseph	1938 -	Flansburg, Ronald	1960 - 1962
Bandars, Art	1969 -	Casady, Tom	1975 - 1976	Folts, Norm	1960's
Barker, O.D.	1955 - 1956	Cauble, Ken	1972 -	Frakes, Lee	1970's
Bashus, Emery	1970 - 1980's	Childers, Dan	1980's	Frame, Edmund	1953 - 1955
Bassett, Michael	1990's	Chrastil, Warren	1958 - 1963	Gade, Gail	1951 - 1954
Bauer, Edward	1949 - 1951	Citta, Bob	1982 - 1984	Gibson, C.	1938 -
Baumann, Gary	1965 - 1967	Clark, Ken	1960's	Gillispie, Ray	1953 - 1956
Becker, John	1975 -	Cornwell, Richard	1963 - 1964	Goehring, David	2005 - 2010
Berry, Ernest	1961 - 1968	Courville, Mike	1960's	Goldstein, Warren	1947 - 1951
Biggers, George	1949 - 1954	Cox, Gordon	1962 - 1965; 1968	Graham , Charles	1956 - 1960
Bigley, Lyle	1957 - 1959; 1966	Cress, Donald	1960 - 1962	Green, Milburn O.	1947 - 1954
Brandl, John	2007 - 2009; 2011 - present	Crosby, Kerry	1984 -	Gross, Major	1920 - 1928
Braymen, C.T.	1946 -	Crump, Keith	1957 - 1965; 1966	Groves, Enos	1956 - 1961
Bricker, Donald	1955 - 1956	Davis, R.H.	1938 -	Hampton, James	1948 - 1952
Brownell, Jason	2005	Delaney, Al	1946 - 1956	Harbaugh, Joseph	1938 -
Bruce, Byford	1972 - 1974	Denney , Ty	2005 - present	Harnly, Dave	1970's
Bruha, Dale	1953 - 1955	Dittmann, Gustave	1963 - 1966	Henninger, E.R.	1946 -
		Doran, Clifford	1951 - 1952	Hesser, Merl	1955 - 1957

# MOTORCYCLE OFFICERS ALPHABETICAL

Name	Years on squad	Name	Years on squad	Name	Years on squad
Hibdon, Curt	1970's	Kringel, Edwin	1953 - 1955	Mickle, Mick	1970's
Hill, Jim	1970's	LaFevre , Jim	1977 -	Miller, John	1966 - 1967
Hillabrand, Jefferey	2005 - 2010	Lane, Robert	1956 - 1957	Moore, Genelle	1980s
Horan, James	1957 - 1963	LaPage, Roger	1964 - 1966	Morris, A.J.	1938 - 1942
Hoy, Arthur	1966 - 1967	Lehn, Stanley E.	1969 - 1972	Morris, Jon	1975 - 1977
Hulse, Bradley	2006 - 2010	Leitner, B. Dean	1958 - 1961	Nelson, John	1966 - 1972
Hupka, Marlin T.	1972 -	Leyden, Richard	1948 - 1949	Newsome, Thomas	1953 - 1955
Hurd, Clinton	1920's	Lichty, Richard	1956 - 1957	Nichols, Ruby L.	1920 -
Hynek, Adolph	1958 - 1965	Lickelot , Pete	1970's	Nissen, Leo	1970's
Iverson, Larry	1956 - 1957	Lindquist, L.F.	1946 -	Northcott, Don	1982 -
Jaczak, Robert	1965 - 1967	Loos, Wes	1960's	Offill, Josef	1938 -
Jazack, Bob	1967 -	Lovrien, Richard	1963 - 1964	Packett, John	1977 -
Jennings, Hollis	1960 - 1967	Lutzi, G.J.	1946 -	Padilla, Frank	1980's
Jernigan, William	1955 - 1965	Manchester, Willis H.	1946 - 1949	Peschong, James	1975 -
Johnson, Robert L.	1947 - 1948	Marcelle, Dalton	1951 - 1961	Pierce, Larry	1969 - 1972
Johnson, Mark M.	1975 -	Mart, Allen	1930 -	Piersol, Harold	1940's
Johnston, W.M.	1955 - 1956	Martin, Frank	1958 - 1959	Pollard, August	1949 - 1951
Jones, Paul	1944 -	McCauley, Jim	1966 -	Post, Donald	1949 - 1952
Jones, Richard	1955 - 1956	McGee, Richard	1958 - 1960	Powell, Grant	2011 - present
Jones, A.J.	1970's	McMeen, Reynold	1930's	Rathbun, Thomas	1972 - 1974
Keech, Carl	1961 - 1966	Meyer, George	1925 -	Reynoldson, Larry	1962 - 1965
Koch, Clifton	1959 - 1963	Meyer, Max	1966 - 1967	Rice, Roberts	1944; 1948 - 1955
Kohles, Dick	1960's			Riensch, Ron	1960's, 1972

# MOTORCYCLE OFFICERS ALPHABETICAL

Name	Years on squad	Name	Years on squad	Name	Years on squad
Roach, Marty	1972 -	Sparks, Glenn	1957 - 1960	Wait, Clyde	1926 -
Roberts, Lyle	1972 -	Spies, Dick	1960's	Walker, Arthur	1954 - 1957
Rogers, Mark	1959 - 1966	Stacy, Donald	1967 - 1972	Weber, Jack	1960's
Roper, Curtis	1920 -	Staley, Chad	2005 - Present	Weisser , Roland	1959 - 1963
Ruemelin, Dale	1939 -	Stansbury, Richard	1959 - 1962	Welter, George	1967 - 1968
Santacroce, Sam	2009 - present	Starr, Donald	1959 - 1964	Wessel, Wayne	1960's
Satterwaite, Bill	1954 - 1958; 1967	Steffen, Richard	1954 - 1956	Westling, Merle	1964 - 1967
Sawdon, Robert	1946 -	Stunkel, Dale	1966 -	Wiar, Paul	1944; 1946 - 1951
Schafer, Conan	2009 - present	Summers, Robert	1953 - 1959	Wichman, Willie	1972 -
Schlentz, Patrick	1980's	Swearingen, Chet	1944; 1946 - 1949	Wilson, Barton	1961 - 1963
Schmidt, Roger	1970 - 1980, 2000s	Taylor, Charles A.	1944; 1946 - 1956	Wolbert , Curtis	2008 - present
Schneider, Gary	1972 - 1976	Tenopir, Kenneth	1956 - 1957	Wood, Lewis Bentley	1972 -
Seberger, John	1974 - 1977	Thompson, Alfred	1963 - 1967	Woodruff, Raleigh	1960's
Sellmeyer, Lowell	1951 - 1954	Thoms, Jim	1970 - 1980's	Woolman, Tim	1980's
Sheridan, Edmund	1983 - 1986	Tipton, Merlin	1956 - 1959	Wright, Victor	1938-1939
Shively, Paul	1920 -	Towle, Leon	1920 -	Young, Ernie	1982 -
Siefkes, Mike	1980's	Towle, Tom	1980's	Ziemer, Bob	1980's
Sims, Gregory	1979 - 1983	Tussing, Ron	1960's		
Skinner, Charles L.	1946 - 1951	Underhill, James	1956 - 1958		
Slezak, Robert	1960 - 1963	Underwood, Archie	1964 - 1967		
Smith, Donald	1954 - 1958	Vavra, Vernon	1957 - 1961		
Smith, Jerry	1963 - 1965	Volkmer, Lee	1970's		

